



Ground



Aviation



Off-  
Duty

# ***Climate Assessment Surveys***


**Bob Figlock, Ph.D.**

**1969-1999.**

**25+ Years**

**Aviation Safety Experience**

**Survey Design**



1 - SURVEY INFORMATION ▶  
2 - SAMPLE SURVEYS ▶  
3 - SET-UP UNIT SURVEY ▶  
4 - TAKE A SURVEY ▶  
5 - SAMPLE CO ACCESS ▶  
6 - CO ACCESS ▶  
7 - SURVEY ADMIN ▶  
8 - INTERVENTIONS ▶  
9 - ISSUE PAPERS ▶  
10 - SUGGESTIONS ▶  
11 - HELP / FAQ ▶  
12 - CONTACT US ▶  
13 - HOME ▶

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## Safety Climate Assessment Surveys

COMMAND SAFETY ASSESSMENT  
AVIATION SUPPORT  
OFF-DUTY & RECREATIONAL ACTIVITIES  
HIGHER HEADQUARTERS  
FLEET READINESS CENTER  
CONTRACTORS  
PRIVATE MOTOR VEHICLES  
DRINKING & DRIVING  
MAINTENANCE CLIMATE ASSESSMENT SURVEY  
MOTORCYCLE

Click on any picture to see a sample of that survey.

# Naval Aviation



1 - SURVEY INFORMATION ▶  
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## USMC Climate Assessment Survey System (CASS)

MOTORCYCLES  
GROUND CLIMATE ASSESSMENT  
HIGHER HEADQUARTERS  
PRIVATE MOTOR VEHICLES  
OFF-DUTY & RECREATIONAL ACTIVITIES  
DRINKING & DRIVING

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# Marine Corps



1 - SURVEY INFORMATION ▶  
2 - SAMPLE SURVEYS ▶  
3 - SET-UP UNIT SURVEY ▶  
4 - TAKE A SURVEY ▶  
5 - SAMPLE CC ACCESS ▶  
6 - COMMANDER ACCESS ▶  
7 - SURVEY ADMIN ▶  
8 - INTERVENTIONS ▶  
9 - TREND UPDATES ▶  
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## Air Force Culture Assessment Safety Tool

US Air Force VPP  
OPERATIONS SURVEY  
PRIVATE MOTOR VEHICLE SURVEY  
MOTORCYCLE SURVEY  
MAINTENANCE SURVEY  
DRINKING & DRIVING SURVEY  
SUPPORT SURVEY  
OFF-DUTY & RECREATION SURVEY

Click on any picture to see a sample of that survey.

# Air Force & ANG



1 - SURVEY INFORMATION ▶  
2 - SAMPLE SURVEY ▶  
3 - SET-UP PRP SURVEY ▶  
4 - TAKE THE PRP SURVEY ▶  
5 - COMMANDER ACCESS ▶  
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## USAF Personnel Reliability Program (PRP)

# Air Force PRP

# ***Climate Assessment Surveys***

***Background . . .***

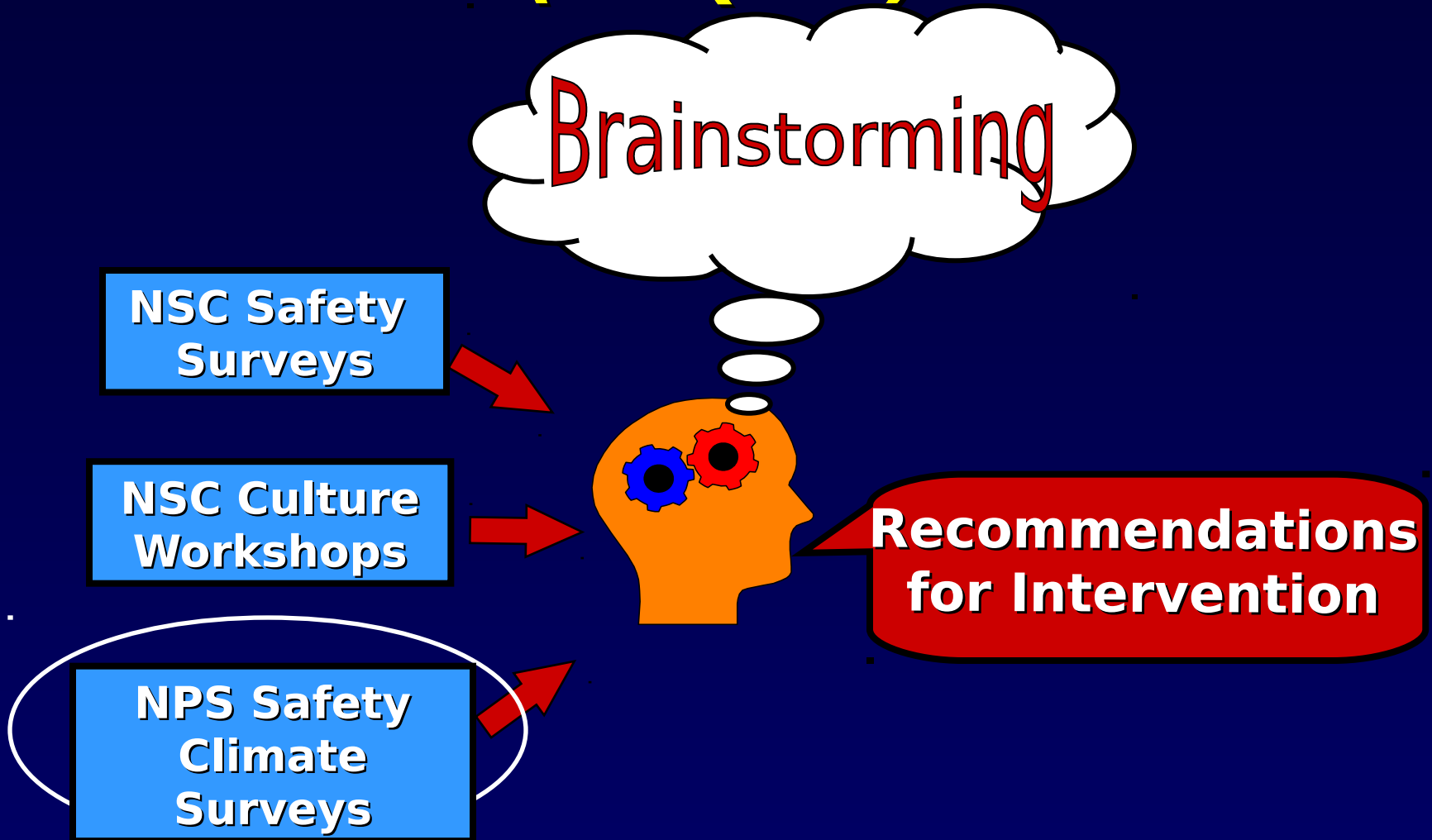


# **Watershed Event**

- January 1996
- Nashville, TN
- Navy F-14 crashes into local neighborhood killing:
  - Two aircrew
  - Three local residents
- Mishap investigation opens the eyes of Naval Aviation leadership....



# ***Human Factors Quality Management Board (HFQMB)***



# ***High Reliability Organizations***

HROs -- Organizations that have less than their “fair share” of failures despite:

- managing complex and demanding technologies
- meeting peak requirements and time pressures
- routinely handling significant risks and hazards
- executing dynamic/intensely interactive tasks

# ***High Reliability Organizations***

HROs -- Organizations that have less than their “fair share” of failures despite:

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- meeting peak requirements and time pressures
- routinely handling significant risks and hazards
- executing dynamic/intensely interactive tasks



# ***HRO Risk Mitigation***

## **Ways that HROs mitigate risk:**

- Risk decisions made by most qualified
- Use of redundancy and back up systems
- Standardized procedures and best practices
- Appropriate rewards and disciplinary action
- Accurate management vision/risk analysis

(Libuser and Roberts, 1999)

# ***HRO Risk Mitigation***

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- Accurate management vision/risk analysis

(Libuser and Roberts, 1999)

# ***HRO Model Components***

1. Process Auditing -- a system of on-going checks to monitor hazardous conditions
2. Reward System -- expected social compensation or disciplinary action to reinforce or correct behavior
3. Quality Assurance -- policies and procedures for promoting high-quality performance
4. Risk Management -- how the organization perceives risks and takes corrective actions

# ***Climate Assessment Surveys***

***Current Surveys . . .***

# ***Climate Assessment Surveys***

## **Current Surveys**

- Flight Crew (CSA)
- Maintenance (MCAS)
- Depot-level Maintenance (FRS)
- Higher Headquarters (HHQ)
- Support Personnel (ASPA)
- Contractor (CTR)
- Private Motor Vehicle (PMV)
- Motorcycle (MTRCYCL)
- Drinking & Driving (D&D)
- Off Duty & Recreation (OD&R)
- Ground Climate (USMC)
- Voluntary Protection Program (USAF)
- Personal Reliability Program (USAF)
- Nuclear Surety (USAF)



# ***Climate Assessment Surveys***

## **Definition:**

Measurement of an organization's ability to safely  
conduct operations in terms of leadership,  
culture,  
policies, standards, procedures, and  
practices.

# ***Climate Assessment Surveys***

- Individual response **anonymity**
- Organizational **confidentiality**
- **Restricted access** to the results

# ***Climate Assessment Surveys***

***Let me  
demonstrate . . .***



- 1 - SURVEY INFORMATION ▶
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# Safety Climate Assessment Surveys



COMMAND  
SAFETY ASSESSMENT



OFF-DUTY &  
RECREATIONAL  
ACTIVITIES



AVIATION  
SUPPORT

HIGHER  
HEADQUARTERS



CONTRACTORS



MAINTENANCE  
CLIMATE  
ASSESSMENT  
SURVEY



MOTORCYCLE



FLEET READINESS  
CENTER



DRINKING & DRIVING



PRIVATE MOTOR VEHICLES

Click on any picture to see  
a sample of that survey.

## SURVEY INSTRUCTIONS:

1. Answer all demographic and survey items.
2. Once all survey items are completed, click on the Submit button at the bottom of the page. A message may appear stating you missed an item either in the demographics or on the survey. You will have to go back and respond to the remaining items before you continue.
3. After successfully completing and submitting your survey, a Thank You note will appear. You have now completed the survey and you can log off the system.

### PART I. DEMOGRAPHIC INFORMATION

The following survey is a SAMPLE. No actual responses will be recorded. For the actual survey, no individual's demographic data will be made available to any CO.

Your rank:

Your designation:

Your current model aircraft:

Your total flight hours:

Your total hours in model:

Are you currently a department head:

Your status:

Your service:

### PART II. TAKE SURVEY

The following survey is a SAMPLE. No actual responses will be recorded.

1. My command conducts adequate reviews and updates of safety standards and operating procedures. (PA)  

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	N/A Don't Know
2. My command uses an internal audit and hazard reporting system to catch any problems that may lead to a mishap. (PA)  

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	N/A Don't Know
3. My command has a defined process to set training goals and to review performance. (PA)  

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	N/A Don't Know
4. My command closely monitors proficiency and currency standards to ensure aircrew are qualified to fly. (PA)  

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	N/A Don't Know

## Closed-ended Items

62. The most hazardous activity I perform is... (200 words max.)

☐ No Response ☐ My response is:

63. The most significant action(s) my unit can take to improve safety is/are... (200 words max.)

☐ No Response ☐ My response is:

## Open-ended Items





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# Safety Climate Assessment Surveys



COMMAND  
SAFETY ASSESSMENT



OFF-DUTY &  
RECREATIONAL  
ACTIVITIES



AVIATION  
SUPPORT

HIGHER  
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CONTRACTORS



FLEET READINESS  
CENTER



MAINTENANCE  
CLIMATE  
ASSESSMENT  
SURVEY



MOTORCYCLE



PRIVATE MOTOR VEHICLES



DRINKING & DRIVING

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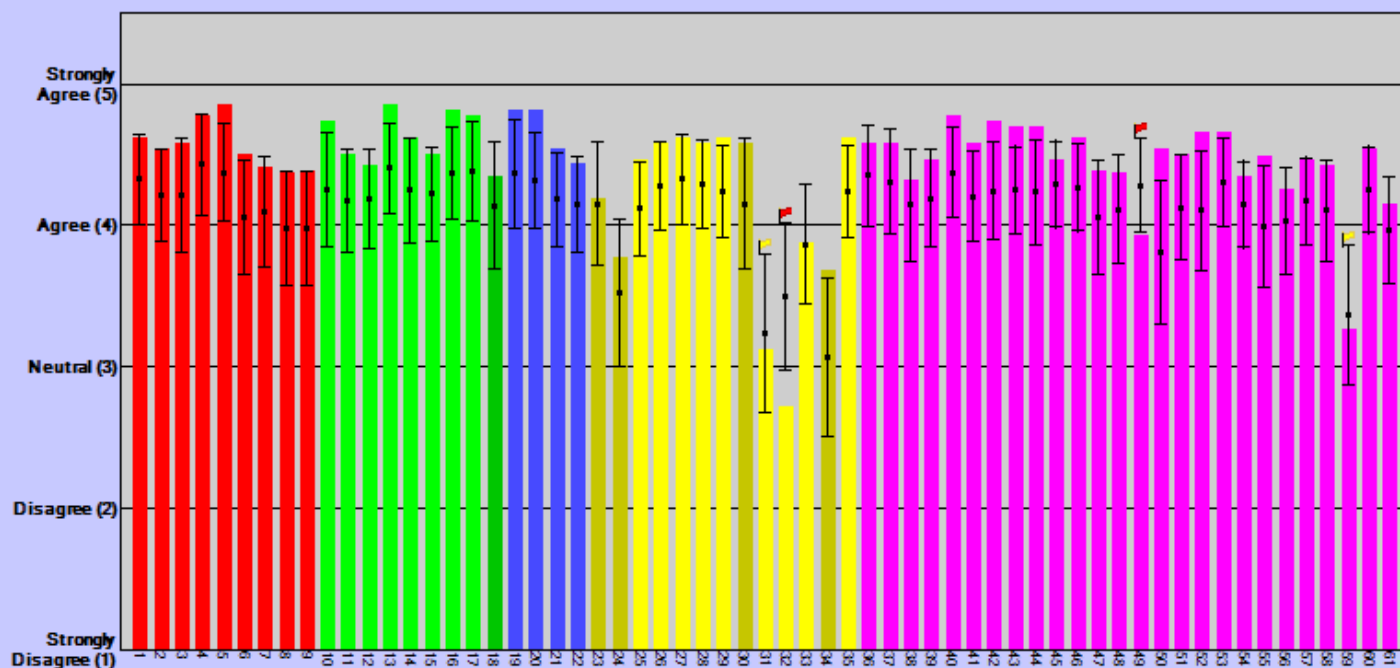
Remove respondents who took less than:

Keep all responses ▼

Select Survey

CSA: All Aircrew ▼

26 of 33 requested surveys completed.



(\*Items 18, 23, 24, 30, 34 are "reverse scored" and shaded darker)

### Legend

#### Assessment Item Category:

- PA: PROCESS AUDITING
- RS: REWARD SYSTEM
- QA: QUALITY ASSURANCE
- RM: RISK MANAGEMENT
- CC: COMMAND AND CONTROL

#### Lines and Flags:

- Comparison's standard deviation centered on its mean (black dot)
- Mean is less than comparison but within one-half standard deviation
- Mean is below one-half standard deviation less than comparison

Results by Category

Summary Table

Single Item Graph

Open-Ended Responses

Debriefing Support

Printable Data Summary

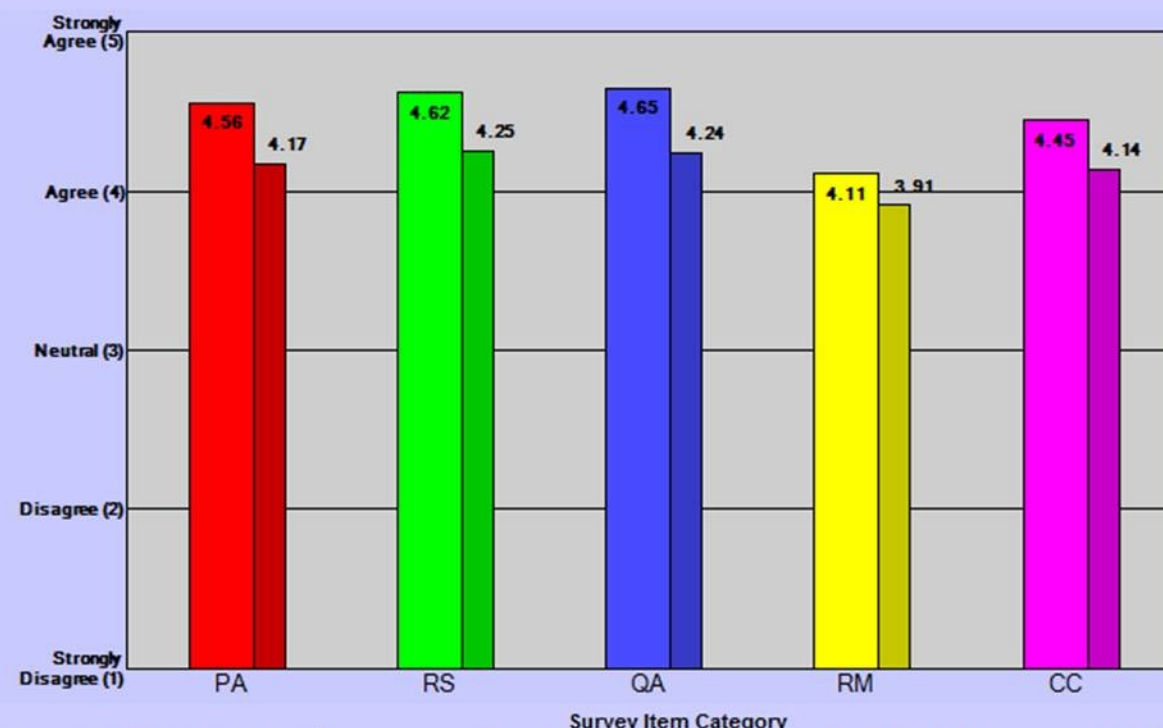
Respondent Distributions



- 1 - SURVEY INFORMATION ▶
- 2 - SAMPLE SURVEYS ▶
- 3 - SET-UP UNIT SURVEY ▶
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- 5 - SAMPLE CO ACCESS
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26 of 33 requested surveys completed.

Remove respondents who took less than  
Keep all responses



Foreground (light-colored) bar is (Unit Name) mean score, background (dark-colored) bar is My Community (VMFA(AW)) mean score

**Legend**

**Assessment Item Category:**

- PA: PROCESS AUDITING
- RS: REWARD SYSTEM
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- Summary Graph
- Summary Table
- Single Item Graph
- Open-Ended Responses



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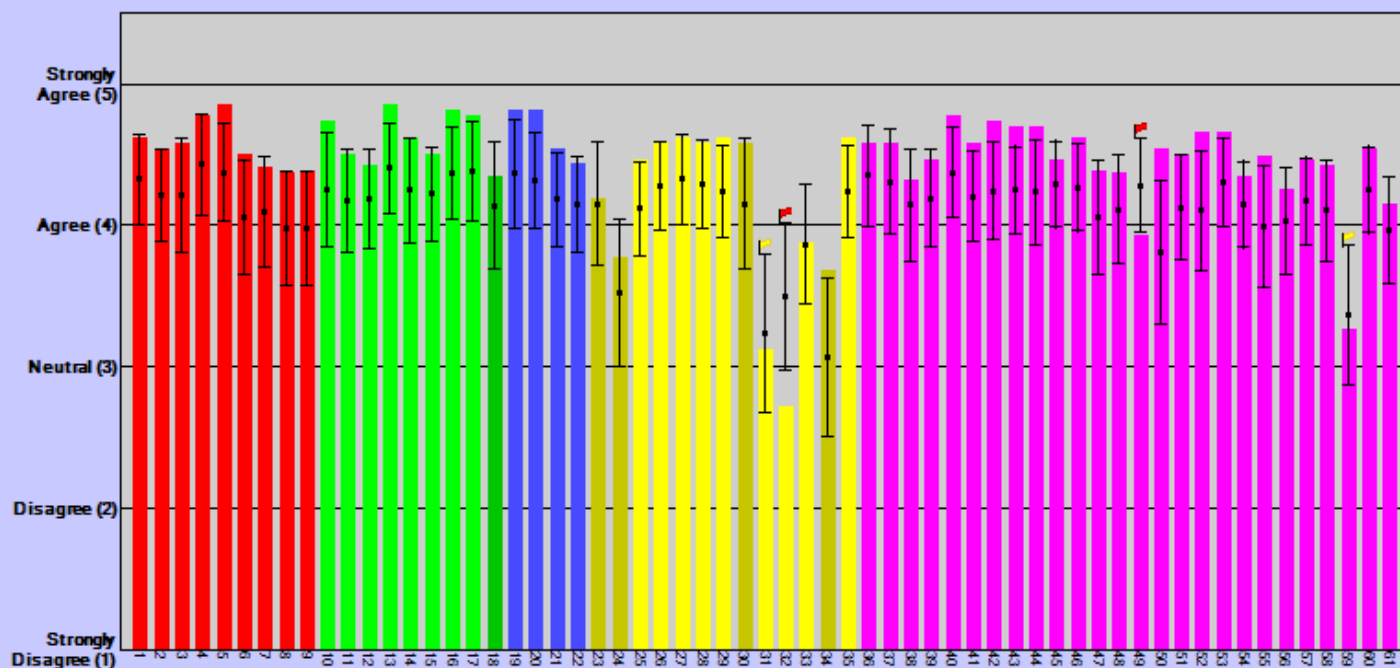
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Note: Items 18, 23, 24, 30, 34 are "reverse scored" and shaded darker



26 of 33 requested surveys completed.

Sort by Item #	Category	Sort by Unit Mean	Sort by Comparison Group Mean	Comparison StdDev	Sort by zScore (Unit-Comp) StdDev	Survey Item
43	CC	4.69	4.24	0.61	0.74	Command leadership is actively involved in the safety program and management of safety matters.
20	QA	4.81	4.31	0.68	0.74	My command sets high quality standards and strives to maintain quality control.
50	CC	4.54	3.79	1.02	0.73	Morale and motivation in my command are high.
42	CC	4.73	4.23	0.69	0.72	My command provides a positive command climate that promotes safe flight operations.
5	PA	4.85	4.36	0.68	0.71	Command leadership is actively involved in the safety program and management of safety matters.
13	RS	4.85	4.39	0.64	0.71	In my command, we believe safety is an integral part of all flight operations.
16	RS	4.81	4.35	0.65	0.70	Leaders in my command encourage everyone to be safety conscious and to follow the rules.
52	CC	4.65	4.09	0.85	0.66	Crew rest standards are enforced in my command.
40	CC	4.77	4.36	0.64	0.64	My command is genuinely concerned about safety.
44	CC	4.69	4.22	0.74	0.63	Command leadership sets the example for compliance with flight standards.
10	RS	4.73	4.24	0.80	0.61	Command leadership encourages reporting safety discrepancies without the fear of negative repercussions.
41	CC	4.58	4.19	0.64	0.61	Command leadership is successful in communicating its safety goals to unit personnel.

Remove respondents who took less than:

Keep all responses ▼

Select Survey

CSA: All Aircrew ▼

Summary Graph

Single Item Graph

Open-Ended Responses

Respondent Distributions





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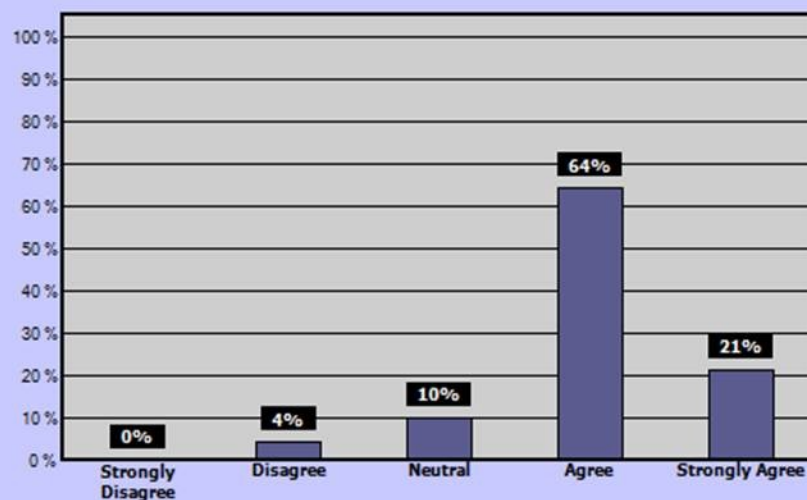
What is this page ?

## Single Item Graph (Unit Name): CSA Survey (Aug 2000)

76 of 155 requested surveys completed.

Keep all responses ▼

Item 1: My command conducts adequate reviews and updates of safety standards and operating procedures. (PA)



LEGEND:	n	mean	standard dev	NA	Don't Know
(Unit)	70	4.03	0.70	0	6
Comparison Group:	0	0.00	0.00	0	0

Notes: "NA" and "Don't Know" responses are not included in statistics  
Click on the small colored squares for response percentages

Select Survey:

CSA: All Aircrew ▼

Select Item to display:

Previous

1 ▼

Next

Summary Graph

Summary Table

Intervention Strategies

Printable Data Summary

Respondent Distributions

Graph → PowerPoint

(Requires Office 2007 or a Microsoft [add-on to Office 2003](#).)

Select Comparison Years:

All  
FY 2008  
FY 2007  
FY 2006  
FY 2005  
FY 2004 ▼

Update Display





1 - SURVEY INFORMATION ▶

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What is  
this page ?

## Open-Ended Responses

(Unit Name) MCAS Survey (Sep 2008)

138 of 190 requested  
surveys completed.

Keep all responses ▼

Item 44: The next quality defect will be caused by...  
(200 words max.) (QA)

(138 entries total with 120 no-responses)

#	Response
4	Lack of attention to detail. Overextension of personnel due to manning deficiencies which will get worse until trained reliefs are inbound.
5	stress
6	The fact that I work night and do not receive bas and the command provides me no time or means to receive food from the galley for dinner or mid-rats so I am always starving at work and cannot focus.
11	Personnel being tired and over worked. currently the squadron is working like we are on work-ups and getting ready for cruise. This command has also got a night check that works 12+ hours so, the next quality defect is going to be caused by a tired and/or disgruntal sailor.
14	An unqualified Sailor being tasked with doing a job and not being properly trained and/or supervised.
35	The next quality defect will be caused by a lack of attention to detail. The command personnel have had to much time away from home, so now that we are home they are more focused on family then the job. The command is also to focused on making life easier for the married personnel and have forgotten about the single personnel.
37	Attention to detail. Any deficiencies we've experienced have usually been from an attention to detail stand point. They have normally occured at the standard risk time frames (nearing return from deployment and initial return to flight schedule following same). When the heads are in the game we do not make



## Command Safety Assessment Summary Report (Command Safety Assessment Survey)

Data Summary For: (Unit Name)

9/29/2008

[Comparison Data Set: VFA+(1-Seat) Community]

Date of first survey:	1/11/2005
Date of last survey:	1/14/2005
Number of Respondents in unit:	15
Number of Safety Climate Assessment survey IDs with responses:	12
Percentage of Respondents who responded to the survey (12/15):	80.00
Statistical confidence level:	50 to 70 percent

Number of survey items with mean responses below the VFA+(1-Seat) Community mean but within one-half standard deviation (61 total items):	42 yellow flags*
Number of survey items with mean responses below one-half standard deviation below the VFA+(1-Seat) Community mean (61 total items):	4 red flags*

\*[As compared with VFA+(1-Seat) Community.]

## Appendixes

### Appendix

### Product

- 1 Summary Graph of Mean Scores for VFA+(1-Seat) Community (2570) of All Items Compared with Means for VFA+(1-Seat)

datasummaryreport - Windows Internet Explorer

https://www.safetyclimatesurveys.org/sitecoaccess/datasummaryreport.aspx

Google

datasummaryreport

Item	Intervention Strategy
9	<p><i>My command makes effective use of the flight surgeon to help identify and manage high risk personnel.</i></p> <p>See Issue Paper #4 (Human Factors Councils (HFCs) Success) and Issue Paper #18 (Human Factors Councils (HFCs) Success - Revisited). Refer to ISSUE PAPERS on the menu sidebar.</p> <p>See Issue Paper #8 (High "Don't Know Response Rates . . . Do they Indicate Needed Training?). Refer to ISSUE PAPERS on the menu sidebar.</p> <p>Increase the number of Human Factors Councils (HFCs) completed on deployed detachments. (NSC survey of COs regarding utility of the CSA/MCAS process; September 2005)</p> <p>Be aware of improper perceptions by your personnel. (Culture Workshop CO Critiques, 10 MAY 06)</p> <p>Beware of and monitor fatigue levels of your personnel. (Culture Workshop CO Critiques, 10 MAY 06)</p> <p>See Issue Paper #28 (Use of the Flight Surgeon). Refer to ISSUE PAPERS on the menu sidebar.</p> <p>Discuss survey results and interventions with aircrew to develop optimal solutions and increase survey process "buy in".</p>
14	<p><i>In my command, anyone who intentionally violates standard procedures, or safety rules, is swiftly corrected.</i></p> <p>See Issue Paper #4 (Human Factors Councils (HFCs) Success). Refer to ISSUE PAPERS on the menu sidebar.</p> <p>[The CO should] Reinforce "by the book" using the book (e.g., discussing "crew rest" with the crew rest instruction in hand). (NSC survey of COs regarding utility of the CSA/MCAS process; September 2005)</p> <p>Offer a monthly "Retribution Free" discussion period for flight crew and maintainers to allow discussions with leadership and peers about situation where they feel pressure to cut corners, or discuss anything else on their minds. (NSC survey of COs regarding utility of the CSA/MCAS process; September 2005)</p> <p>COs/Supervisors at all levels must periodically reinforce emphasis on procedures. (Culture Workshop CO Critiques, 10 MAY 06)</p> <p>Monitor aggressive aircrew who think rules aren't necessary. (Culture Workshop CO Critiques, 10 MAY 06)</p> <p>Monitor supervisors who think it's okay to cut corners. (Culture Workshop CO Critiques, 10 MAY 06)</p> <p>Ensure your subordinate leaders make on-the-spot corrections when they discover unsafe actions. Encourage/Reward subordinate leaders for doing so. (US Army intervention strategies, 15 MAY 06)</p> <p>See Issue Paper #35 (Discipline). Refer to ISSUE PAPERS on the menu sidebar.</p> <p>Discuss survey results and interventions with aircrew to develop optimal solutions and increase survey process "buy in".</p>
46	<p><i>Command leadership willingly assists in providing advice concerning safety matters.</i></p> <p>COs who prioritize the betterment of their command over the betterment of their careers have the most "operationally excellent" squadrons. (Culture Workshop Lessons Learned, 19 APR 05)</p> <p>A strong "Anymouse" program includes: strategic box location with forms easily accessible a chain of command routing form</p>

# ***Climate Assessment Survey System (CASS)***

***Self comparison...***





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## CO ACCESS

### LOGIN

CO's Access ID:

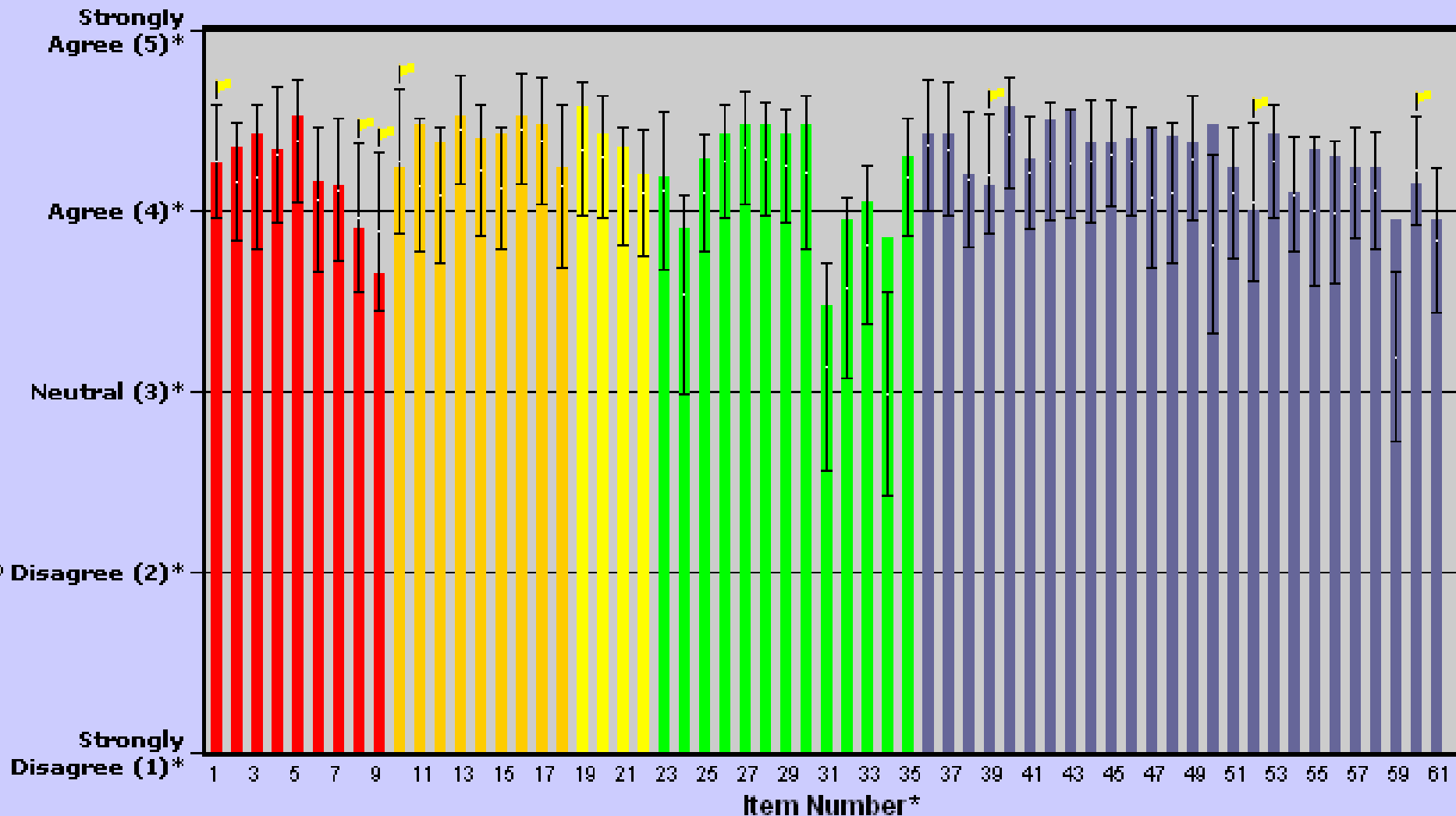
[Optional comparison using CO's Access ID for *prior* assessments or time-period:]

Submit

Reset

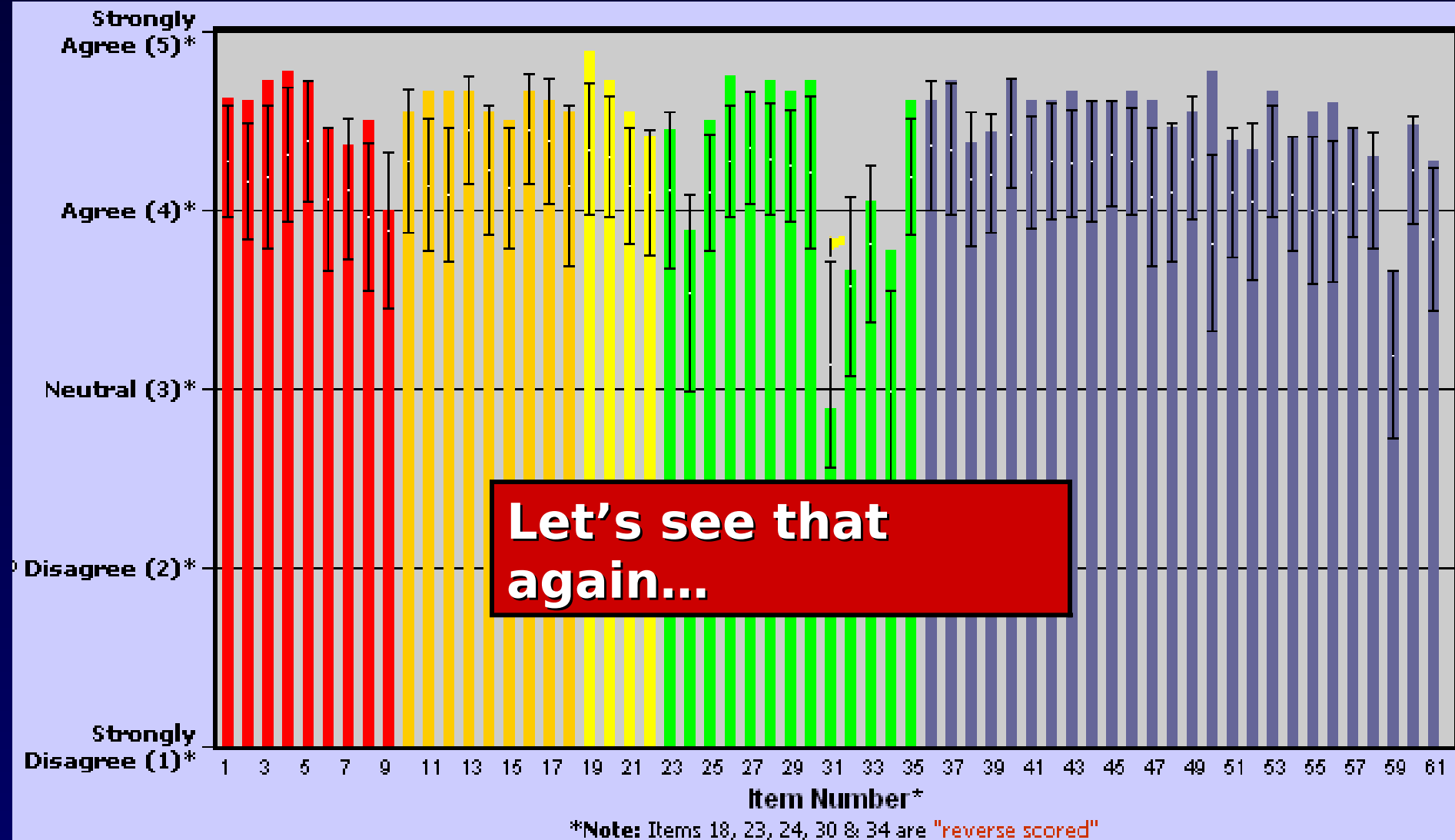
**Compare yourself to yourself**

# First time squadron took the surveys

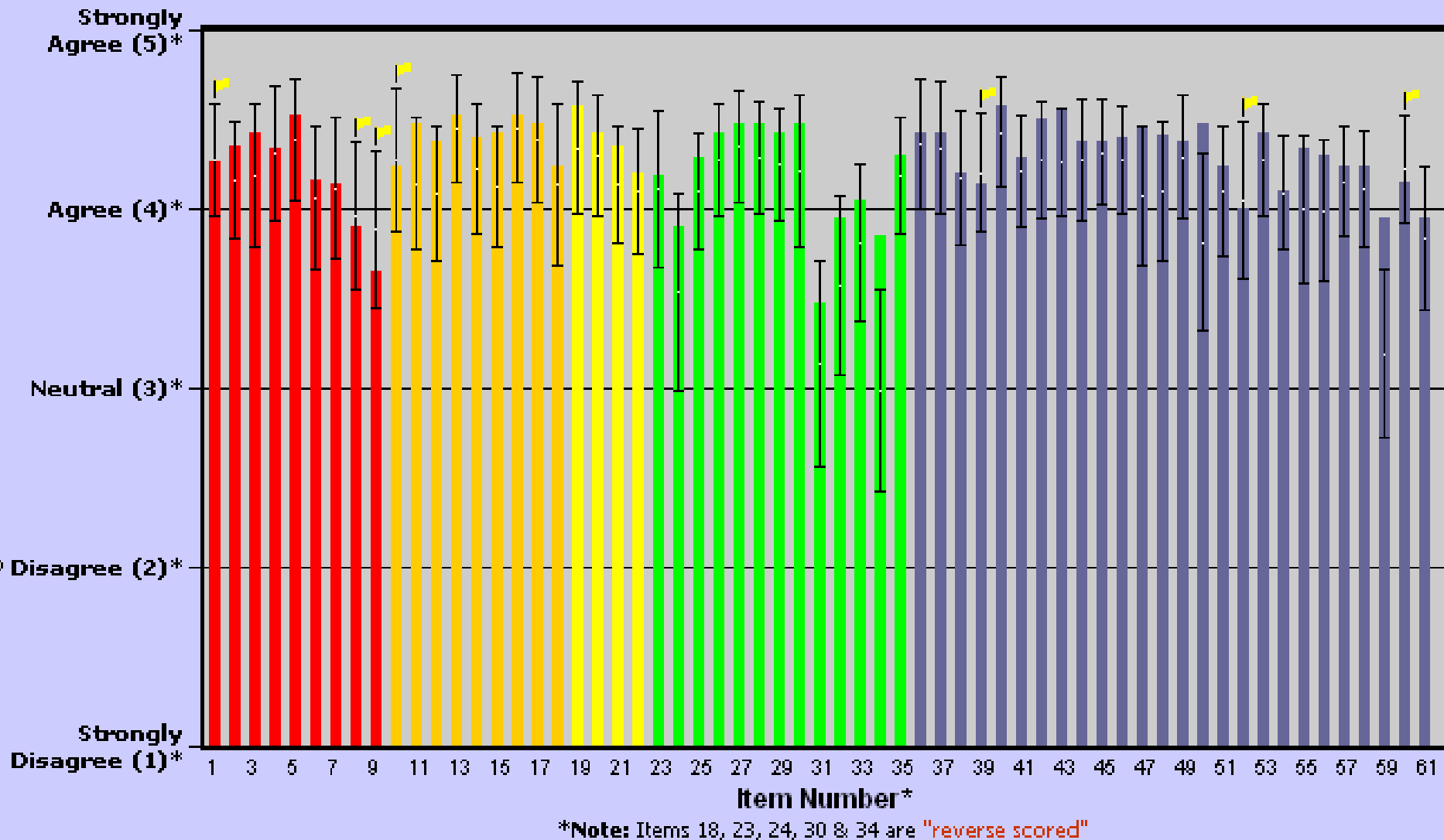


\*Note: Items 18, 23, 24, 30 & 34 are "reverse scored"

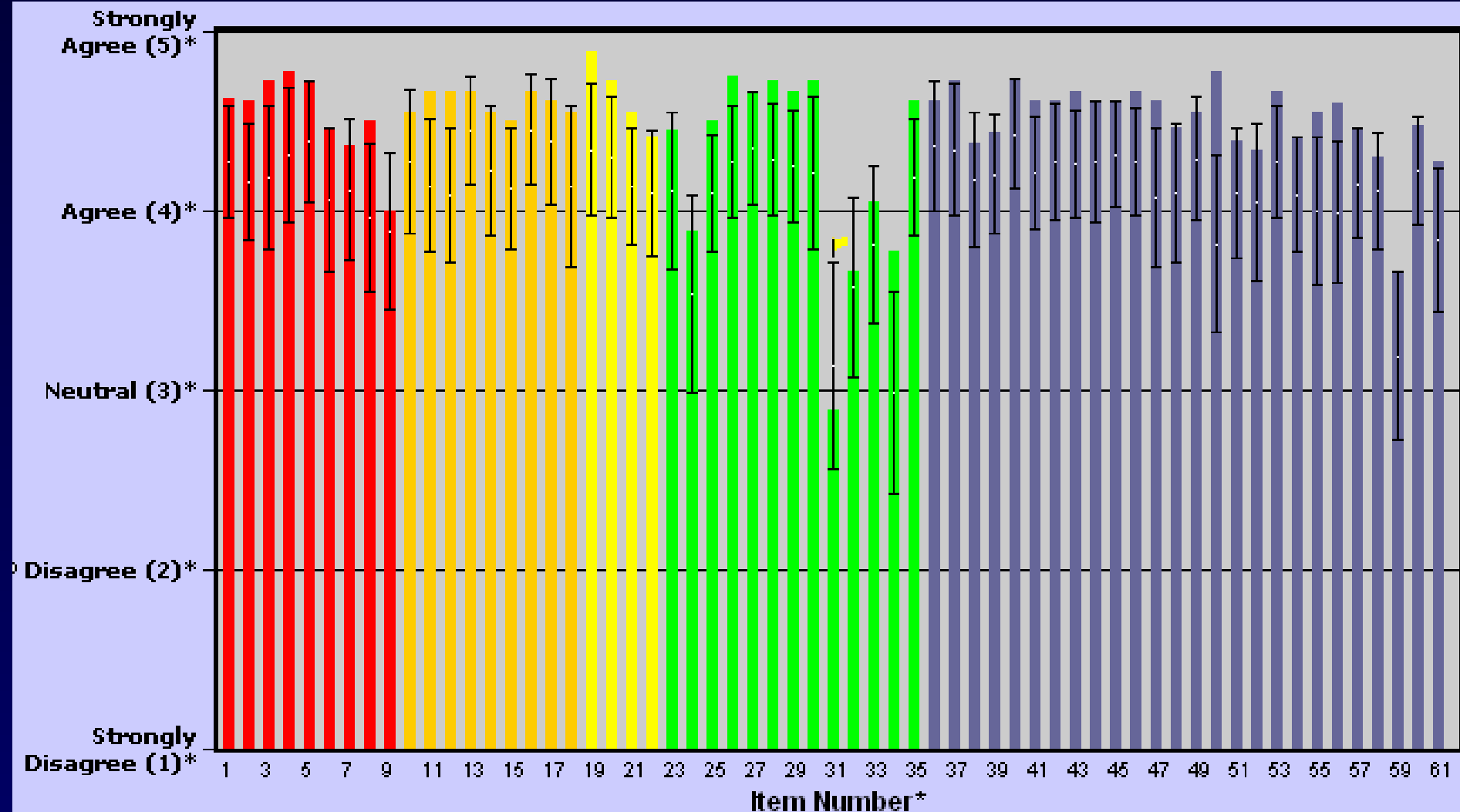
## Second time squadron took the surveys



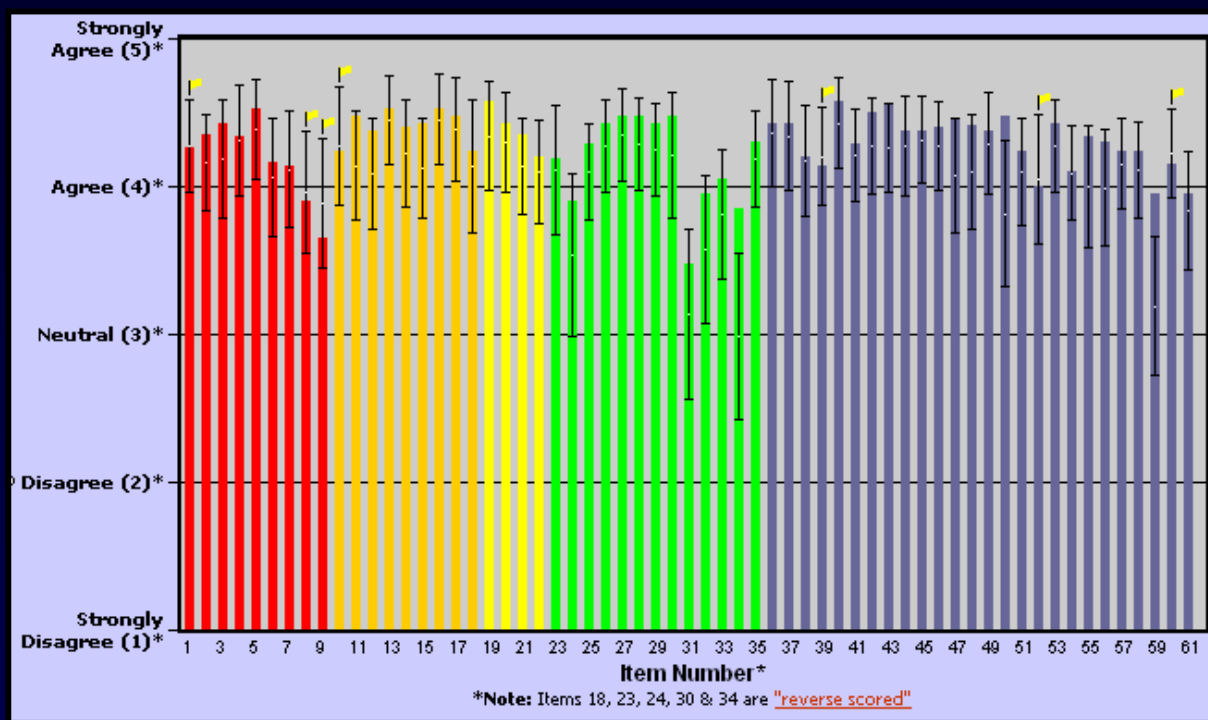
# First time squadron took the surveys



# Second time squadron took the surveys



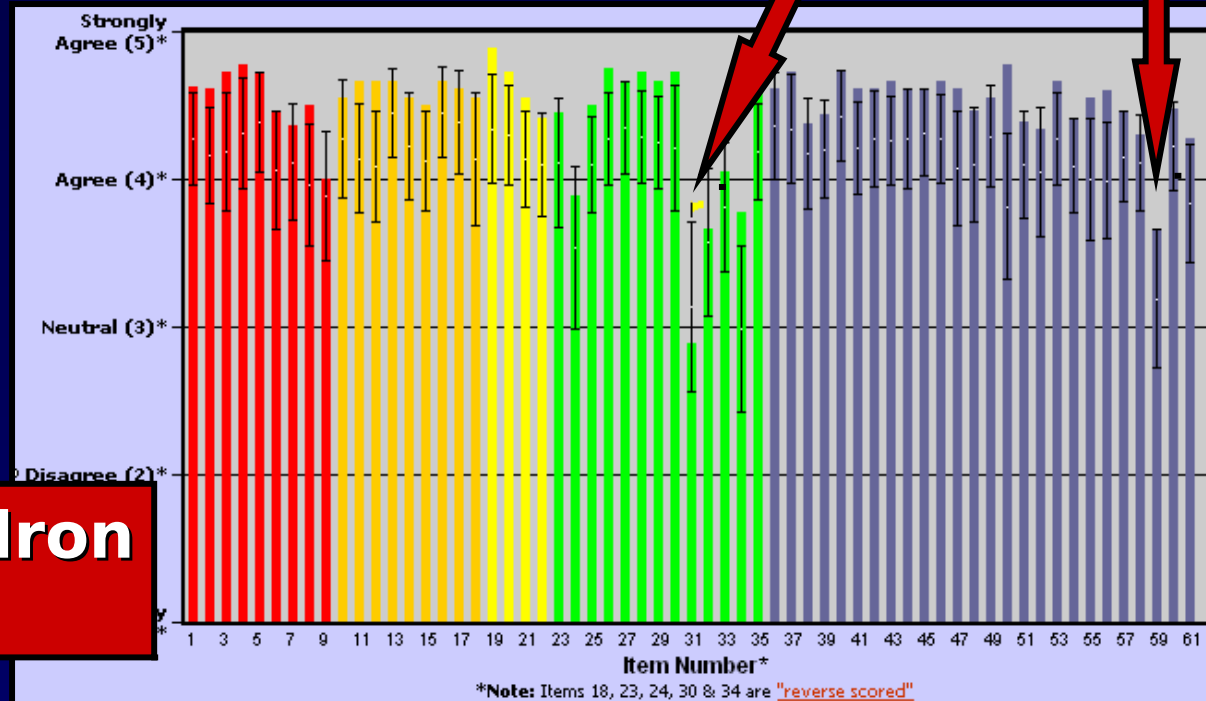
\*Note: Items 18, 23, 24, 30 & 34 are "reverse scored"



**First time squadro  
took the surveys**

**Note: Two Dip**

**Second time squadron  
took the surveys**



# ***Climate Assessment Surveys***

***Analysis . . . .***



# *Naval Aviation Issue Papers*

(For official use only - FOIA Exempt)

These issue papers reflect extensive analyses conducted using data collected primarily through Naval Aviation's safety climate assessment surveys.

To access the contents of Issue Papers please contact ASD at 888-603-3170 or email us at [surveys@advancedsurveydesign.com](mailto:surveys@advancedsurveydesign.com).  
(Note: Commanders with a valid Access ID will find a link to the Issue Papers using the CO ACCESS menu at left.)

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Issue Paper #74: **Motorcycle Survey Feedback**

Issue Paper #73: **Command Leadership Correlations for CSA Surveys**

Issue Paper #72: **Human Factors Councils' (HFCs') Successes -- Revisited**

Issue Paper #71: **What is my Unit Doing "Right" and Why?**

Issue Paper #70: **MCAS Survey Item Averages by Work Center**

Issue Paper #69: **Cell Phone Use While Driving**

Issue Paper #68: **Tipsy Taxi Program Effectiveness**

Issue Paper #67: **101 Critical Days of Summer: Motorcycle Deaths**

Issue Paper #66: **Reporting Safety Violations**

Issue Paper #65: **101 Critical Days of Summer: Drinking and Driving Surveys**

Issue Paper #64: **101 Critical Days of Summer: PMV Survey Favorable Response Rates**

*Naval Aviation  
Analysis*

# ***Air Force Culture Assessment Safety Tool Trend Updates***

Trend updates reflect extensive analyses conducted using data collected through the AFCAST Operations (OPS), Maintenance (MX), and Support (SUP) Safety Culture Surveys.

To access the contents of Trend Updates please contact Advanced Survey Design (ASD) at 888-603-3170 or email us at [surveys@advancedsurveydesign.com](mailto:surveys@advancedsurveydesign.com). (Note: Commanders with a valid Access ID will find a link to the Trend Updates using the COMMANDER ACCESS menu at left.)

Trend Update #15: What is my Organization Doing Right and Why?

Trend Update #14: Crew Rest Policies

Trend Update #13: Cell Phone Use While Driving

Trend Update #12: Rewards and Incentives

Trend Update #11: D&D Survey Items Favorable Response Rates

Trend Update #10: PMV Survey Items Favorable Response Rates

Trend Update #9: MX-SUP Survey Responses by Rank

Trend Update #8: High Risk OD&R Activities

Trend Update #7: Supervisor Favoritism Regarding DULs

Trend Update #6: Morale and Camaraderie

Trend Update #5: Influences of Fatigue on Performance

Trend Update #4: Review of Process Auditing FLT Survey Items

Trend Update #3: Effectiveness of Safety Days

Trend Update #2: Safety Office Effectiveness and Respectability

Trend Update #1: Top Five - Bottom Five FLT & MX-SUP Response Averages

***Air Force Analysis***

# ***Climate Assessment Surveys***

***Research . . . .***

# ***Research Method***

- 1. Compared survey data with Naval Aviation mishap data.**
- 2. Developed “quartile charts.”**
- 3. Analyzed results.**

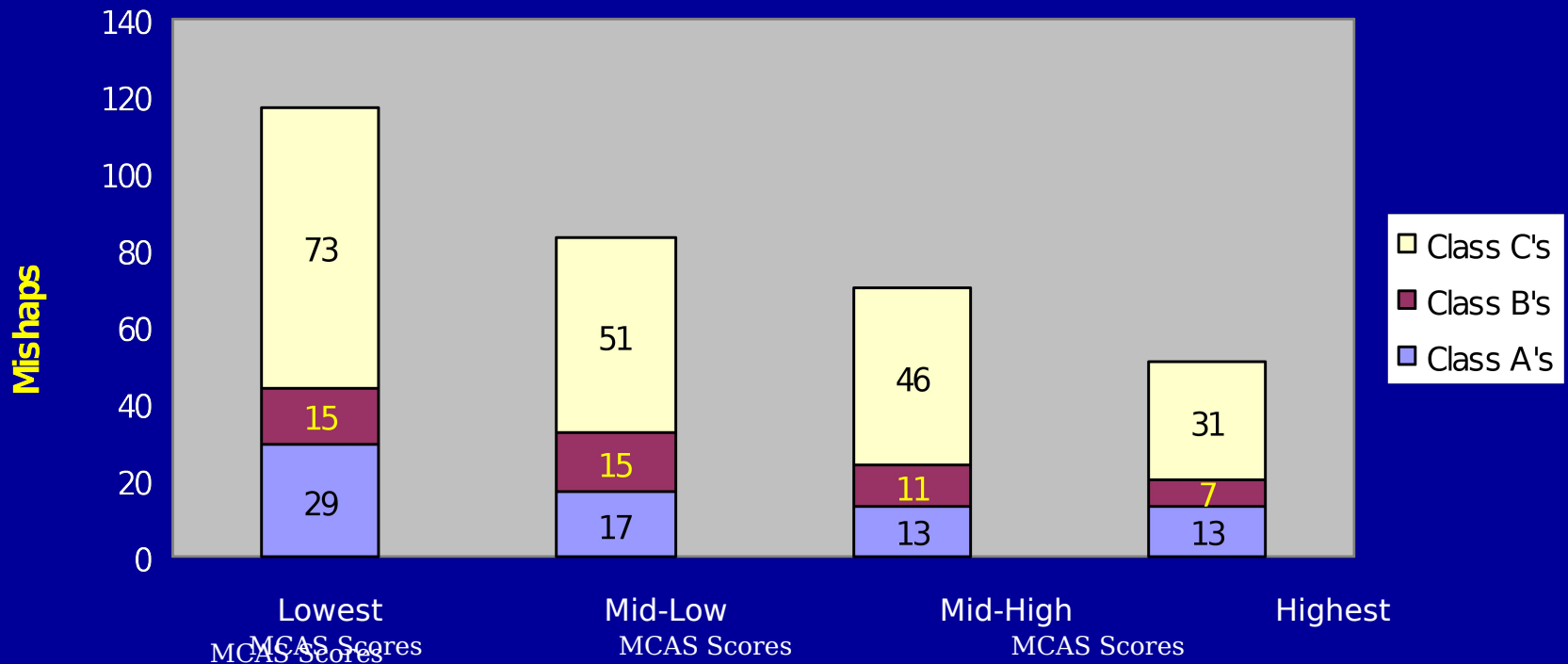
Used two-year timeframe after survey completion  
(based upon unit deployment cycle)

# MCAS Respondent Average

-vs-

## Mishap Frequency

Mishaps within 2 Years of MCAS Survey



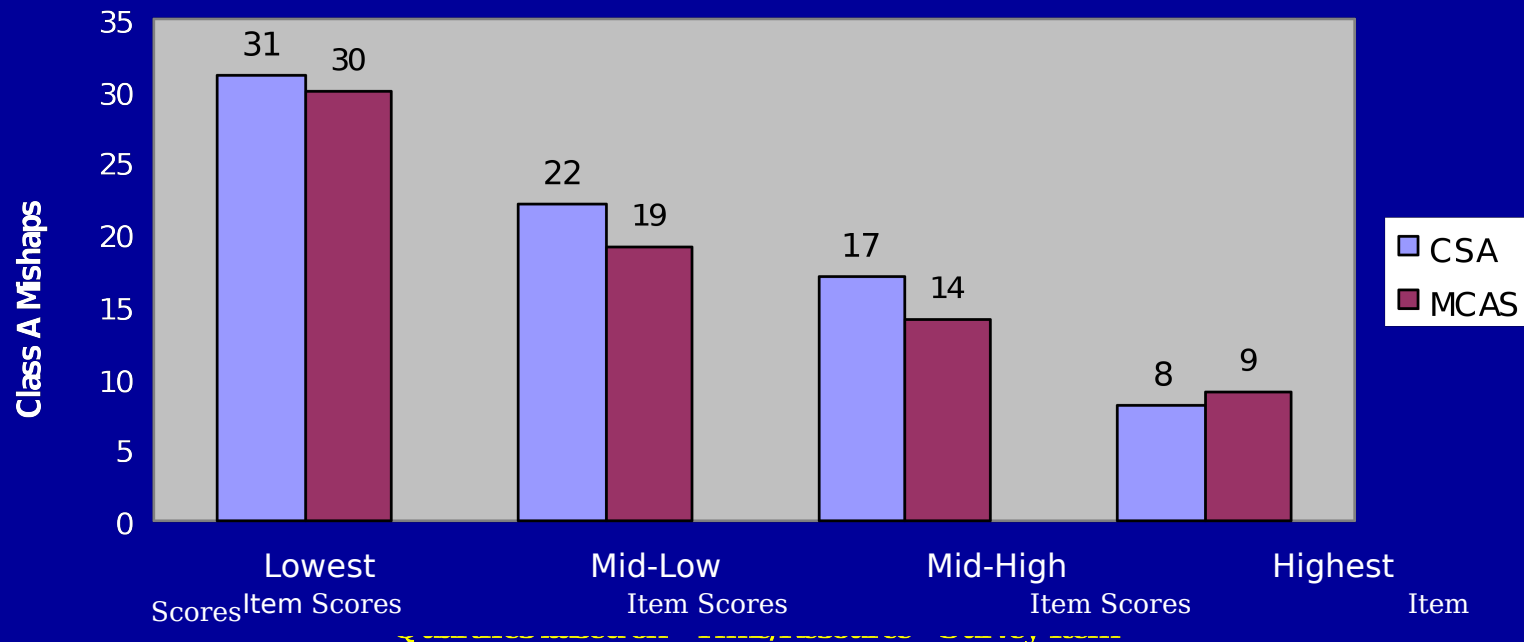
Qualities based on MCAS Survey Respondent Average

# Resource Adequacy -vs- Mishap Frequency

CSA Item #31: I am provided adequate resources (time, staffing, budget, & equipment) to accomplish my job.

MCAS Item #24: I am provided adequate resources, time, personnel to accomplish my job.

**Class A's within 2 Years of Safety Climate Survey**





# ***Climate Assessment Surveys***

***Command Feedback . . . .***



## Commander Feedback Questionnaire

CDR Jones

On 20 November 2000, you were debriefed on VFA-00's CSA & MCAS survey results. To help improve the Safety Climate Assessment survey process, please provide us your feedback regarding the following four items:

For item 1, please click on the appropriate button. Then fill-in answers to the other items, and click Submit.

Advanced Survey Design

1 - TAKE A SURVEY

2 - VIEW FEEDBACK

3 - SURVEY ADMIN ▶

4 - CONTACT US

5 - HOME

1. Survey results helped me focus resources and effort within my unit. (RM)

☐ Strongly Disagree

☐ Disagree

☐ Neutral

☐ Agree

☐ Strongly Agree

☐ N/A  
☐ Don't Know

2. Provide an example of how survey results helped assess your safety posture. [Identify applicable survey(s); e.g., "PMV - The survey results indicated that . . ."]

☐ No response ☐ My response is:

3. List an intervention strategy your unit implemented as a result of the survey process. [Identify applicable survey(s); e.g., "PMV - I now have each officer . . ."]

☐ No response ☐ My response is:

4. Use this space to provide any comments you have regarding the survey process. [Identify applicable survey(s); e.g., "PMV - The survey provides me a systematic . . ."]

☐ No response ☐ My response is:

# ***Climate Assessment Surveys***

***In Summary . . . .***

# ***Climate Assessment Surveys***

## Summary

### In General . . . .

- ✓ Response anonymity
- ✓ Organizational confidentiality
- ✓ Ease of implementation (online format)
- ✓ Worldwide access 24/7
- ✓ Surveys immediately available upon request
- ✓ Personalized service for survey setups/debriefs/questions
- ✓ Website provides opportunity to suggest interventions

# ***Climate Assessment Surveys***

## Summary

### For the Commander . . . .

- ✓ Immediate feedback of results to commander
- ✓ Compare unit survey results with prior results
- ✓ Open-ended survey items provide unit-specific insights
- ✓ Filter fast survey responders
- ✓ Data sorting options allow prioritization of safety concerns
- ✓ Intervention suggestions provided for each survey item
- ✓ Higher Headquarters can view aggregate results
- ✓ Data comparable to Culture Workshop results

# ***Climate Assessment Surveys***

***Thank  
You!***

Robert C. Figlock, Ph.D.  
“Bob”

Advanced Survey Design  
Monterey, CA







# Climate Assessment Surveys



- 1 - SURVEY INFORMATION ▶
- 2 - SAMPLE SURVEY
- 3 - SET-UP PRP SURVEY ▶
- 4 - TAKE THE PRP SURVEY
- 5 - COMMANDER ACCESS
- 6 - SURVEY ADMIN ▶
- 7 - SUGGESTIONS
- 8 - HELP / FAQ
- 9 - CONTACT US
- 10 - HOME

What is  
this site?

AFMA SCH 07-028  
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## USAF Personnel Reliability Program (PRP)



- 1 - SURVEY INFORMATION ▶
- 2 - SAMPLE SURVEYS ▶
- 3 - SET-UP UNIT SURVEY ▶
- 4 - TAKE A SURVEY
- 5 - SAMPLE CC ACCESS
- 6 - COMMANDER ACCESS
- 7 - SURVEY ADMIN ▶
- 8 - INTERVENTIONS ▶
- 9 - TREND UPDATES
- 10 - SUGGESTIONS
- 11 - HELP / FAQ
- 12 - CONTACT US
- 13 - HOME

What is  
this site?

## Air Force Culture Assessment Safety Tool



Air Force PRP

Air Force & ANG



- 1 - SURVEY INFORMATION ▶
- 2 - SAMPLE SURVEYS ▶
- 3 - SET-UP UNIT SURVEY ▶
- 4 - TAKE A SURVEY
- 5 - CO ACCESS
- 6 - SURVEY ADMIN
- 7 - INTERVENTIONS ▶
- 8 - SUGGESTIONS
- 9 - HELP / FAQ
- 10 - CONTACT US
- 11 - HOME

What is  
this site?

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## USMC Climate Assessment Survey System (CASS)



- 1 - SURVEY INFORMATION ▶
- 2 - SAMPLE SURVEYS ▶
- 3 - SET-UP UNIT SURVEY ▶
- 4 - TAKE A SURVEY
- 5 - SAMPLE CO ACCESS
- 6 - CO ACCESS
- 7 - SURVEY ADMIN ▶
- 8 - INTERVENTIONS ▶
- 9 - ISSUE PAPERS
- 10 - SUGGESTIONS
- 11 - HELP / FAQ
- 12 - CONTACT US
- 13 - HOME

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this site?

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## Safety Climate Assessment Surveys



Click on any picture to see  
a sample of that survey.

Marine Corps

Naval Aviation

# ***Climate Assessment Surveys***

## **Summary**

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- ✓ Higher Headquarters can view aggregate results
- ✓ Filter fast survey responders

# ***Climate Assessment Surveys***

## **Current Surveys**

- Flight Crew
- Maintenance
- Depot-level Maintenance
- Higher Headquarters
- Support Personnel
- Contractor
- Ground Combat
- Voluntary Protection Program
- Personal Reliability Program
- Nuclear Surety
- Private Motor Vehicle
- Motorcycle
- Drinking & Driving
- Off Duty & Recreation



# ***Climate Assessment Surveys***

## Summary

### For the Commander . . . .

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- ✓ Compare unit survey results with prior results
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- ✓ Filter fast survey responders
- ✓ Data sorting options allow prioritization of safety concerns
- ✓ Intervention suggestions provided for each survey item
- ✓ Higher Headquarters can view aggregate results
- ✓ Data comparable to other NSC surveys